

Government on the subject before taking action, and copies of the letter with the replies received are now enclosed.

At the annual meeting of the Chamber, held on the 24th inst., the Hon. T. H. Whitehead then proposed the following resolution, which was unanimously carried:—
“The members of the Hongkong General Chamber of Commerce desire to convey to the Rev. Father José Algué, S.J., the expression of their extreme regret and dissatisfaction at the unjustifiable attack made upon the Rev. Director of the Manila Observatory and his colleagues by the Director of the Hongkong Observatory, and at the consequent stoppage by the American Government of the telegraphic meteorological warnings from the Philippines. The members desire to place on record their high appreciation of the valuable services at all times rendered by the Directors of the Meteorological Department of the Manila Observatory to the mercantile and shipping community in Hongkong and China, and their hope and expectation that in a very short time full justice will be done the Directors of the Manila Observatory by the acknowledgment of the immense, practical value of their labours in the past for the public benefit and in the cause of science, and the restriction recently placed upon them being speedily removed.”

It only remains for me to convey to you and your colleagues the thanks of this Chamber and of the whole commercial community of Hongkong for the good service rendered to them by the prompt and timely despatch of the storm warnings sent by you ever since the establishment of cable communication between Hongkong and Manila, and which we cannot doubt have been the means of saving many lives and much valuable property. I must add, in conclusion, that it is the hope of the Chamber that the supply of this useful information will soon be resumed. I have the honour to be, sir, your most obedient servant.

R. M. HAY,
Chairman.

The Rev. José Algué, S.J., Director, Manila Observatory.

Colonial Secretary's Office.

Hongkong, 15th April, 1899.

Sir,—With reference to my letter No. 527 of the 28th ultimo, I am directed to state for the information of the Chamber of Commerce that consequent upon the representation made by that body to the Government, instructions have been issued by the Military Governor in the Philippine Islands to the Director of the Central Manila Observatory to continue to send storm warnings as formerly. I have the honour to be, sir, your most obedient servant.

J. G. T. BUCKLE,
Colonial Secretary.

The Secretary, Chamber of Commerce.

OFFICIAL COIN VOCABULARY.

Sydney Chamber of Commerce.

Sydney, N.S.W., 8th March, 1897.

The Secretary.

Chamber of Commerce, Hongkong.

Dear Sir:—It having come to the knowledge of this Chamber that the International Telegraph Authorities contemplate issuing their new “Official Vocabulary” without the words being numbered, my Committee have resolved that a strong protest be entered against any “Vocabulary” in which the words are not consecutively numbered, and to invite the cooperation of other Chambers in sending similar protests to the Director at Bern.

It is respectfully requested that you will be ready to appear to your Chamber in any commercial advertisement, which a numbered Vocabulary would have for both private and figure code purposes, if the use of the words therein should be made compulsory for code messages.

Many members of this Chamber are also of opinion that in issuing a new Vocabulary the International Telegraph Authorities should also issue a terminational order of words as a companion work, and I am to invite your views thereon. A complete terminational order of words would be of great assistance in deciphering mutilated words. Yours faithfully,

HENRY CHAS. MITCHELL,
Secretary.

Sydney Chamber of Commerce.

Sydney, N.S.W., 8th March, 1899.

The Director, International Telegraph Administration—Bern, Switzerland.

Sir,—It having recently been brought to the knowledge of this Chamber that it is your intention to issue the proposed new “Official Vocabulary” without consecutive numbering of the words therein, I am directed by the Committee to enter this Chamber's strongest protest against the issue of any Vocabulary in which the words are not numbered.

It must be readily apparent to you that an unnumbered Vocabulary will be of little commercial value, as compared with a numbered one, and as the commercial public will eventually have to pay the major portion of cost of the proposed work, they are entitled to the most perfect and useful form of issue. Excepting the absence of consecutive numbering of the words therein, your last issue—so far as it went—was in a decidedly acceptable form. I have the honour to be, sir, your obedient servant.

HENRY CHAS. MITCHELL,
Secretary.

THE HONGKONG RIFLE ASSOCIATION.

PEARSON CUP AND SPOONS.

Nineteen members took part in this Competition on Saturday, when Captain Carlyle, owing 3 events, registered his second win for the Cup with a total score of 98. Scores:—

	200	300	600	1000	Total
*Capt. Carlyle, G.O.D.	32	35	31	—	98
*Ar. Sergt. Blair	34	31	30	—	95
*Mr. Skelton	34	27	33	—	94
*Mr. Hart	31	29	27	6	93
*Mr. Watson	32	29	31	—	92
Sgt. Maj. Wallace, R.E.	30	34	28	—	92
Pt. Pond, R.V.F.	33	33	25	—	90
Sergt. West, R.E.	31	30	28	—	89
Corpl. Hills, R.E.	31	31	27	—	89

*Winners of Spoons.

ANOTHER BLOW AT THE YANGTSE VALLEY.

It is reported on excellent foreign authority, and is confirmed by the *Universal Gazette* that, elated with their success over the Lu-Han Railway and the so-called “Belgian Syndicate” move, the French are now seeking to get territorial concessions in Szechuen, close to Chungking, which, if successful, will put a further nail in the coffin of the British illusion about the Yangtze Valley. It appears that in addition to the monetary claim of £1,200,000, as compensation for the destruction of the French mission last year by Yu Man-tse and his friends, the French now claim a large tract of land outside Chungking, about 40 square miles for the proposed purpose of opening mines. It is added that the local Chinese authorities have not yet given any reply to these demands which, in the first instance, were preferred by M. Haas, the very energetic French Consul at Chungking. The French question is clearly one of no even greater interest to England—unless indeed she has abandoned the Yangtze Valley along with the “open door.”—*China Gazette.*

NEW VOLUNTEERS ROLLING UP.

If the affairs over the Kowloon Extension have been fraught with danger and attended by unpleasant disturbances, some good has also resulted, for the strength of our Volunteer Corps has been doubled. We believe no less than 140 recruits are to be sworn and enrolled this evening.

THE MERCANTILE MARINE.

The decrease in the number of British seamen in the mercantile marine of the Empire goes on apace. According to the latest returns, the seamen, of all ratings, of British nationality employed on trading vessels registered under the Merchant Shipping Act is 124,183. The number of boys and young men under twenty is 4,735, or 3.74 per cent. below the estimated number of apprentices alone in the British mercantile marine in any one on the first ten years of her Majesty's reign. Over half a century ago, in 1847, there were nearly 200,000 seamen of British blood on merchant vessels flying our flag, well twice as many as there are to-day. This appalling fall-off was concomitant with an enormous increase in tonnage, which rose from about three and a half millions to over ten and a quarter millions of tons. Despite the extension of coast and mechanical appliances in navigation, the number of men required for the British merchant fleet of to-day is much larger than it was fifty years ago, but the majority of the men so engaged are foreigners, a fact which, as has often been pointed out, renders our mercantile marine a source of danger rather than of strength in time of war. In view of such facts as these, it is not surprising that even comparatively careless observers admit that “something must be done.”

WEI-HAI-WEI.

THE TAN MIDDLE.

April 18th.

The territory leased to the British Government lies for the most part in Wünnghing-shan, but a certain portion lies in Yangchüing-shan. As mentioned in my last, the British authorities issued a proclamation demanding payment of taxes to the Chinese officials within the leased area. This was shortly followed by one from the local magistrate, a S. forbidding any interference with the former proclamation. So far the British authorities have not issued instructions as to how or when the taxes are to be paid. Meanwhile the natives are in a dilemma, for it is said, the Yangchüing magistrate has issued an order to the village headmen urging them to collect the taxes as usual, enjoining the cause of the delay, speaking of the contents of the British proclamation as “unfounded” and undertaking that the taxes will not require to be paid a second time under any circumstances. This order is what is called a *Yü Pien*, and whilst your correspondent has not seen a copy himself, his authority for this statement is fairly good. Taxes in this locality are collected by a headman, the heads of families taking the duty in yearly terms. This headman is permitted to charge a small sum for the receipt which he brings back to each taxpayer from the *li-shen*. So say about twenty cash, sometimes less. So the business is lucrative, and like the sheriff of an English county, the *li-shen* stands to lose money. One of these men is said to have been beaten for failing to make his returns since the aforementioned proclamation was issued. The Yangchüing magistrate has only an acting appointment there, and is about to be removed. As his share of the taxes amounts to something like twenty five per cent, he is naturally anxious to make what he can in the little sunshine left to him. Moreover, natives themselves have no idea of the limits of the British territory; no proclamation defining them has ever been effectively issued, and even had that put out by the high authorities some months ago been circulated, who is to say how far thirty li from the Weihai Bay shore extends? Here, as elsewhere in China, a li is more or less “according to the wind.” It is to be hoped the authorities will shortly cut an end to this very unsatisfactory state of things.

FOOD-STUFFS.

Increase in price. Maize, imported from Manchuria, is the principal grain used. Five years ago it sold at about sixteen cash per picul, now it fetches say thirty or thirty-two. At what figure must prices stand before it will pay to import from America? Could not a cargo be made to pay at present rates? It would be made. The new magistrate at Wen-ching has issued a proclamation offering to distribute one hundred “passports” to the merchants here, to enable them to obtain grain at places where its export is at present prohibited.

EPIDEMICS.

To add to the troubles of the people there is an epidemic of typhoid abroad, with a high infant mortality. Some other disease of a gastric character is also epidemic.

BUILDING.

An architect has arrived to build summer residences on ground purchased on the mainland by a Shanghai syndicate, not far from Flagstaff Point, on which the North light-house is built. The new building lots have also been purchased in Half Moon Bay, which lies about two miles from the mainland.

REPORTED GOLD MINES.

It is stated, too, that a Shanghai syndicate has lately purchased some gold mines in the neighbourhood and that work on these will shortly commence.

POSTAL GRIEVANCES.

The most sanguine could hardly say that the Post Office gives satisfaction. A pure frequent delivery, with an occasional saving in time when a steamer calls with a bag for the Weihai office on board, will probably sum up its advantages. But so far, no arrangement seems to have been made for the European mail for Weihai to come by direct steamer. Certain it is the last English mail went up to Chefoo, though two steamers came in from Shanghai that morning, one of them bringing the mail for the fleet. It seems absurd, however, to charge domestic postage on some international mail papers, belated, and brought in by direct steamer a few days later; whereas the same papers would have been delivered free in Chefoo. Parcels, too, were charged domestic rates by direct steamer; single rates only are levied in Chefoo.

A HINT.

On the other hand, it is right to give praise when praise is due, and since the Imperial Post Office was instituted I have not lost a letter. Is that because I use French stamps, which are cheaper than British? Would our friends in Shanghai and elsewhere not do well to send their correspondence through the French Office, and so save a little money in these days of close cutting—besides, of course, saving the Hongkong Office not a little trouble?

NAVAL MOVEMENTS.

The *Albatross* arrived to-day. The *Philippine* and *Plinius* are the only other ships in harbour. The *Centurion* is expected to-morrow. N. C. D. News-Cor.

HYDROPHOBIA AT SHANGHAI.

Shanghai, 25th April.—Yesterday afternoon Constable James Elfen died at the General Hospital from hydrophobia. The intelligence of his death has caused profound regret among the members of the force as the deceased was a most popular officer. It appears that on March 22nd the constable was standing within the Hongkong Police Station when he noticed a dog enter the compound. He patted the animal on the head in a most friendly manner, and it was during the caressing that the dog turned and bit the constable on the leg. In repelling the animal Elfen also was bitten on the hand, and it was from this date that the dreaded disease developed. Before any symptoms were discernible the constable put himself into the hands of Dr. Stanley and was treated until the 17th instant. Elfen then returned to duty and thought that all danger was passed. On Saturday, however, he developed hydrophobia, and was admitted to the General Hospital. For some hours before his death at 5.30 last night the deceased suffered fearful agony, and had to be forcibly held down in bed by two of his comrades. This is the third officer who has been bitten by dogs during the past four months. Constable Richardson only returning to duty on Friday last, while Constable O'Donnell who developed hydrophobia and who is undergoing treatment in Japan being the third case. Surely after this no one will oppose the rigid enforcement of the muzzling order in this part of the world. The case was a German by birth and had been in the force for about fifteen months.

THE PHILIPPINE WAR.

The *S. F. Chronicle* on the outlook says:—“Of course it is to be hoped that General Wheaton's early peace will be fulfilled, though peace will not necessarily follow the success of his present campaign in the island of Luzon. Were General Wheaton's fighting an enemy whose cause could be determined by grand strategy and pitched battles, there would seem to be nothing in the way of bringing the war to an early close. But the Philippines are essentially a guerrilla force, acting as a unit for the present only. So it does not matter so much that General Wheaton has in his army fairly in two by occupying a narrow neck of land between the main and the advance divisions. In a war with Europeans such a coup would justly be regarded as a half-way point in a decisive and annihilating triumph. But this enemy is of a character to retaliate after being broken up into a thousand fragments, or by retaining the fragmentary character and acting as guerrillas, to keep a sort of Cuban civil war going for years and thus utterly destroy the usefulness of the Philippines to the United States save as a naval station.”

The only advantage we can see in the capture of Malolos and the smothering of the two wings of the native army is to the a considerable part of the Tagalo people of the war, create a schism against Aguinaldo and induce him to treat with the Philippine Commission. The main thing, after all, is to get him to treat and to do so from the standpoint of a man who has learned to respect the military power and resources of the United States. If he is a sincere lover of his country and not a professional agitator, as many believe him to be, then the Commission ought to be able to convince him of the wisdom of their scheme of annexation from his own native standpoint. It should be something achieved to disabuse him of the idea that we mean to treat the Philippines as a colony; more, to convince him, as the Commission may honestly undertake to do, that the way to order, peace, security and national wealth can only be gained by joining the islands to the territory of some great free power.

NOTES FROM HOME PAPERS.

THE TSAR RETURNS THANKS.

The Secretary of the Russian Embassy has issued the following official communication:—“Numerous expressions of gratitude have reached the Emperor of Russia from all countries for the initiative which his Imperial Majesty has magnanimously taken with a view of alleviating the heavy burdens caused by the present armaments. Truly sensible of these innumerable manifestations, the Emperor has commanded the Russian Embassy to convey his Majesty's sincere thanks to all those who, either in addresses, letters, or telegrams, or in some other way, have expressed their adhesion to this humanitarian work. Capable to execute this gracious order personally, and in every case, the Russian Ambassador begs to have recourse to the medium of the press.”

DOM PAUL AND MR. CHAMBERLAIN.

President Kruger, in a speech at Rustenburg on Friday, denied the statement attributed to Mr. Chamberlain that he had made promises and portended them out, and challenged Mr. Chamberlain to prove anything to the contrary. He professed his inability to understand some of Mr. Chamberlain's observations on the policy and action of the Transvaal Government, attributed them to Mr. Chamberlain being afraid that he (President Kruger) would make peace with the English in the Transvaal, and was sorry that Mr. Chamberlain should make such statements on hearing lying reports. The only grievance of his enemies was clearly expressed in the sentence:—“Give the Transvaal back to England.” All the unites came from without.

A RARE GULL AT THE ZOO.

A few days ago a specimen of the Great Black-headed Gull (*Larus ichthyaeus*) from the Persian Gulf reached the Zoological Gardens, where it may now be seen in the Eastern Aviary. This is only the second occasion on which this fine gull, which is the largest member of the group, has been exhibited under society. Although both these individuals have been received from Western Asia, the species is supposed to range eastwards from the Levant to China. The male bird attains a length of upwards of two feet. The new arrival is in splendid condition. The head and upper half of the neck are jet black the beak is orange red, and the legs and feet are yellow. The wings are light grey, and the rest of the plumage snowy white. White rings encircle the eyes.

IMPRISONED IN A PIPE.

Whilst a little boy named David James Francis, aged eight, was playing with his companions on the sea-shore at Barry Port one evening he noticed a penknife at the bottom of a large iron pipe fixed in an upright position. The lad forced himself bodily into the pipe, only to find that there was not room enough for him to stop down to pick up the knife. In the attempt to do so one of his legs doubled under him, and shortly afterwards his comrades were attracted to the pipe by the screams of the venturesome David James. Being powerless to render any help they ran for assistance, and a number of men came to the rescue. Owing to the bending of the boy's leg, it was impossible to pull him out by his arms, and the pipe had to be dismembered before the boy could be got out. He had been a prisoner for three hours and a half.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1897.

Barometer	29.958
Thermometer	69.7
Humidity	86.6
Rainfall	7.58

TO-DAY.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.99	29.83
Thermometer	80	82
Humidity	70	62
Rainfall	—	—

TO-DAY.

	Monday, 1st May, 1899.
Chinese—22nd of 2nd moon of 25th year of Kwang-sü.	—
Sun—Rises	6hr. 6min.
Sets	5hr. 55min.
High water—Morning	5hr. 40min.
Afternoon	5hr. 40min.
Low water—Morning	5hr. 20min.
Afternoon	5hr. 20min.

ANNIVERSARIES.

1764—Rev. Robert Hall died.
1841—*Hongkong Gazette* first published.
1850—Duke of Connaught born.
1867—The Shah of Persia murdered while entering a shrine near Teheran.
1898—Battle of Cavite.

TO-MORROW.

	Tuesday, 2nd May, 1899.
Chinese—23rd of 2nd moon of 25th year of Kwang-sü.	—
Sun—Rises	6hr. 6min.
Sets	5hr. 55min.
High water—Morning	5hr. 40min.
Afternoon	5hr. 40min.
Low water—Morning	5hr. 20min.
Afternoon	5hr. 20min.

UNIVERSARIES.

1873—Shahd executed at Dublin.
1893—Battle of Chancellorsville and death of “Stonewall” Jackson.
1898—Treaty between Portugal and China ratified at Tientsin.
1899—Armed attack on a shop at Wandichai; a watchman murdered and a *lukong* wounded.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Doric*) 3rd inst.
French (*Leos*) 7th inst.
Canadian (*Raptores*) 8th inst.
American (*Nippon*) 10th inst.
American (*City of Rio de Janeiro*) 18th inst.
American (*Capitol*) 25th inst.

The P. & O. S. N. Co.'s steamer *Ceylon* left Singapore for this port at 8 a.m. on the 29th ultimo.

The O. A. S. N. Co.'s steamer *Doric*, with mails, etc., left Shanghai for this port yesterday afternoon, the 30th ultimo.

We are informed that the Messageries Maritimes Co.'s steamer *Leos*, with the next French Mail, left Singapore for this port at 5 p.m. to-day, the 1st instant.

The O. A. S. N. Co.'s steamer *Capitol*, with mails, etc., left San Francisco for this port 27th ultimo, via Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 28th ultimo.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, arrived at Nagasaki at 7 a.m. to-day, the 1st, and will leave at 6 p.m. for Kobe, where she is due to arrive at 9 p.m. to-morrow, the 2nd instant.

The Toyoko Kisen Kaisha's steamer *Nippon Maru*, with mails, etc., from San Francisco to the 2nd inst., via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai, to-morrow, the 2nd instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

	at Kowloon Dock.
<i>Leos</i> (French)	—
<i>Henry</i> (British)	—
<i>Walling</i> (British)	—
<i>Brute</i> (British)	—
<i>Hongkong Maru</i> (British)	—
<i>China</i> (British)	—
<i>D. Juan d'Austria</i> (Austrian)	—
<i>Hohenstein</i> (German)	—

PASSED THE CANAL.

Outward—28th March—*Haidelberg*, 5th April—*Reinhardt*, 7th April—*Kunming*, 11th April—*Bergen*, 14th April—*Indrapura*, 18th April—*Gladstone*, 21st April—*Japan*, 24th April—*Trinidad*, 28th April—*Bayern*, 31st April.

Homeward—21st April—*Bayern*, 24th April—*Caledonia*, 27th April.

Entimations.

MILK.

JUST LANDED.

A FRENCH CONSIGNMENT OF ANGLO SWISS CONDENSED MILK.

Per Dozen tins \$2.60
Per Case of 4 Dozen 2.50
U. RUTTON, JEE,
13 & 15, D'Agular Street,
Hongkong, and
21 & 22, Elgin Road, Kowloon.
Hongkong, 28th April, 1899. [582a]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
DILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES, 66, Queen's Road,
Central Hongkong. [582b]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

“KUTSANG.”
Captain Bradley, will be despatched as above TO-MORROW, the 2nd May, at 1 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st May, 1899. [570a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

“GUTHRIE.”
Captain McArthur, will be despatched as above TO-MORROW, the 2nd May, at 3 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Steamer and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th April, 1899. [535a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

“YUEN-SANG.”
Captain P. H. Rolfe, R.N.R., will be despatched as above on WEDNESDAY, the 3rd May, at 4 P.M.
This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th April, 1899. [580a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

“PREUSSEN.”
Captain R. Heintze due here with the outward German Mail about the 2nd May, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 27th April, 1899. [574a]

NORDDEUTSCHER LLOYD.

NOTICE.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU W. Brady	SEATTLE, (WASH. U.S.A.) VIA Kobe, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 4th May, at 4 P.M.
TAMBA MARU J. W. Wale	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	THURSDAY, 4th May, at 4 P.M.
SAGAMI MARU J. Nagao	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, CHEFOO, CHE- MI LIO and NAGASAKI.	THURSDAY, 11th May, at 4 P.M.
MIKE MARU S. Kawamura	Kobe and YOKOHAMA	SATURDAY, 13th May, at 4 P.M.
YAMAGUCHI MARU J. Nagao	CHOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th May, at Noon.

For further information as to Freight, Passage, Sailings &c. apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st May, 1899.

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IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

STANDARD OIL COMPANY
OF NEW YORK.THOMPSON AND BEDFORD DEPARTMENT.
Have in Stock and are now offering for Sale a full line of
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high-grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and
for all uses where a highest degree of safety is required.MINERAL WAX,
Crude, Semi-refined and Refined.

ORDERS SOLICITED and LOWEST PRICES QUOTED.

TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system
assimilate the right nourishment. This enriches the blood, assists in
making healthy flesh, restores body heat and vigorous action of the
vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

is the most successful means for building up a weakened system. It is
easily assimilated, and often cures advanced stages of this dreadful
disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

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SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAILMERS PATENT MOTOR
LAUNCHES, &c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & J. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May, 1896.

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M. H. COMPARE D'ART,
MEMU, BILLIARD TABLES and
LIQUORS to all orders.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS and WATCHMAKERS.Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR Co., Ltd.,
DUNLOP TYRES BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.Quality A.....\$16
Quality B.....\$12
Special reliable Watch made for this Climate.10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

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Carte D'Or
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Sillery
Demi SecCarte
Blanche
Chateau de
Chamery

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Mails.

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ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 12 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 17th May, 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th June, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Padder's Street.

Hongkong, 26th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 20th May,
at Noon.AMERICA MARU...via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 13th June,
at Noon.

THE Steamship

"NIPPON MARU"
will be despatched for SAN FRANCISCO, VIASHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA and HONO-
LULU, on SATURDAY, the 20th May, atNoon, taking Freight and Passengers for
Japan, the United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlanticlines of steamers, and to the principal cities of
the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC, Union

PACIFIC, DENVER and RIO GRANDE, and

NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,
Union PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Citiesof the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should bemarked to address in full; value of same is
required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent.
Hongkong, 11th March, 1899.

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MITSUI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHWANG and all Ports in JAPAN.

Agents:—

Mitsui Coal Mines.

Osaka Coal Mines.

Kamaoka Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanehara Cotton Spinning Mill, Japan.

The Mitsui Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory, Japan.

Hongkong, 11th December, 1898.

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Mails.

NORDDEUTSCHER
LLOYD.(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA Jager	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	2nd May	Freight and Passage.
*HEIDELBERG Schäfer	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 3rd May	Freight and Passage.
*SIBIRIA Hildebrandt	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 30th May	Freight and Passage.
*KONIGSBERG Christensen	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 15th June	Freight and Passage.
*DEIKE RICKMERS	NEW YORK via SUEZ CANAL	About 30th June	Freight

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to

GARLOWITZ & Co.
Agents.

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CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHAFON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to Japan Ports
and HONOLULU, The UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... 1,300 about May 20

Belgian King... 1,379 about June 20

Carmarthen... 1,299 about July 20

THE Steamship

"THYRA"
will be despatched for SAN FRANCISCO and
SAN DIEGO VIA NAGASAKI, KOBE, YO-
KOHAMA and HONOLULU, on or about

the 20th May.

Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply toBUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 1st May, 1899.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) To-morrow, and May
at 4 P.M.City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 27th May,
at Noon.City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 22nd June,
at Noon.

THE U. S. Mail Steamship

"CHINA"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
TOMORROW, the 2nd May, at 4 P.M., taking
Passengers and Freight for Japan, the United
States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States of Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,
Union PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFICRAILWAY, also the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to the
regular tariff rate.Passengers holding Orders FOR OVER-
LAND CITIES in the United States have,
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, Union PACIFIC,
DENVER and RIO GRANDE, and otherdirect connecting Railways, and from Chicago
to destination the choice of direct lines.Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to EuropeanOfficials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Citiesof the United States, via Overland Railways,
to Havana, Trinidad, and Demerara, and to portsin Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at Office until 5 P.M. sameday; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company'sOffice in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent.
Hongkong, 15th April, 1899.

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NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN and HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS.ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON and SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
AT NAPLES and GENOA.N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRIN-
CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen... [Wednesday] 24th May

Sachsen... [Wednesday] 21st June

Bayer... [Wednesday] 19th July

ON WEDNESDAY, the 24th day of May,

1899, at 6 A.M. the Company's Steamship

"PREUSSEN," Captain R. Heinze, with

MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port as above, calling

at NAPLES and GENOA.

Shipping Orders will be granted till NOON on

MONDAY, the 22nd May, and until 5 P.M. on

TUESDAY, the 23rd May, and Parcels will

be received at the Agency's Office until NOON

on TUESDAY, the 23rd May. Contents of

Packages are required. No Parcel Receipts

should be signed for less than £20 and Parcels

should not exceed Two Cubic Feet in

Measurement.